

Application
Number

SEARCH

IDS Flag Clearance for Application 10063953

IDS
Information

Content	Mailroom Date	Entry Number	IDS Review	Reviewer
M844	05-29-2002	8	<input checked="" type="checkbox"/>	07-18-2002 16:32:26 dsmith5
M844	10-06-2003	18	<input checked="" type="checkbox"/>	10-15-2003 11:27:56 dsmith5
M844	10-11-2005	75	<input checked="" type="checkbox"/>	01-04-2006 11:53:01 DPihulic

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L1: Entry 2 of 2

File: USPT

Aug 18, 1998

US-PAT-NO: 5794735

DOCUMENT-IDENTIFIER: US 5794735 A

**** See image for Certificate of Correction ****

TITLE: Vehicle deceleration by engine control followed by brake control

DATE-ISSUED: August 18, 1998

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Sigl; Alfred	Tokyo			JP

ASSIGNEE-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY	TYPE CODE
Robert Bosch GmbH	Stuttgart			DE	03

APPL-NO: 08/640971 [PALM]

DATE FILED: June 27, 1996

FOREIGN-APPL-PRIORITY-DATA:

COUNTRY	APPL-NO	APPL-DATE
DE	43 38 399.8	November 10, 1993

PCT-DATA:

APPL-NO	DATE-FILED	PUB-NO	PUB-DATE	371-DATE
PCT/DE94/01264	October 28, 1994	WO95/13203	May 18, 1995	Jun 27, 1996

INT-CL-ISSUED: [06] B60 K 31/00, B60 K 26/00, B60 K 28/00, B60 T 8/32

US-CL-ISSUED: 180/170; 364/424.083, 364/426.043

US-CL-CURRENT: 180/170; 701/54, 701/95

FIELD-OF-CLASSIFICATION-SEARCH: 180/178, 180/179, 180/171, 180/197, 180/170, 303/155, 303/113.1, 364/424.083, 364/424.094, 364/426.029, 364/426.033, 364/426.036, 364/426.043, 123/349, 123/350
See application file for complete search history.

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

Search Selected **Search ALL** **Clear**

	PAT-NO	ISSUE-DATE	PATENTEE-NAME	US-CL
<input type="checkbox"/>	<u>4583611</u>	April 1986	Frank et al.	180/197
<input type="checkbox"/>	<u>4884203</u>	November 1989	Preis et al.	364/426.04
<input type="checkbox"/>	<u>4953093</u>	August 1990	Etoh	180/170
<input type="checkbox"/>	<u>5166881</u>	November 1992	Akasu	180/170
<input type="checkbox"/>	<u>5575542</u>	November 1996	Tanaka et al.	180/170

FOREIGN PATENT DOCUMENTS

FOREIGN-PAT-NO	PUBN-DATE	COUNTRY	CLASS
0145374	June 1985	EP	
33 31 297	March 1985	DE	
37 03 645	August 1988	DE	

ART-UNIT: 313

PRIMARY-EXAMINER: Ballato; Josie

ATTY-AGENT-FIRM: Kenyon & Kenyon

ABSTRACT:

A method and a device are described for controlling a vehicle. The engine output is able to be influenced by a first control unit. The braking power is able to be influenced by a second control unit. Both control units cooperate along the lines of a vehicle speed control or a vehicle speed limitation. It is assessed on the basis of at least one of the variables, rpm, speed, acceleration, injected fuel quantity, and/or throttle valve position, whether it suffices to throttle back engine power in order to adhere to a setpoint speed. If indicated, the second control unit increases the braking power.

10 Claims, 3 Drawing figures

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L2: Entry 1 of 1

File: USPT

Aug 18, 1998

DOCUMENT-IDENTIFIER: US 5794735 A

**** See image for Certificate of Correction ****

TITLE: Vehicle deceleration by engine control followed by brake control

Detailed Description Text (20):

FIG. 2 shows a flow chart to elucidate the procedure according to the present invention. The instantaneous travel speed VI is detected in step 200. If indicated, the setpoint value VS for the speed of the vehicle is reset in step 210. This can take place, e.g., in that the driver specifies a new desired speed via the operating element. In step 220, the setpoint deceleration AS required to attain the setpoint speed VS is calculated starting from the actual speed VI. This setpoint deceleration AS follows from the actual instantaneous speed VI and the desired speed VS, as well as from the time during which the speed is to be adjusted.

Detailed Description Text (21):

The instantaneous engine torque MM is subsequently calculated in step 230 starting from the instantaneous throttle-valve position DK and (engine speed) N. This engine torque is preferably stored in an engine characteristics map as a function of the two variables, throttle-valve position DK and rpm N. In step 240, a tractive resistance torque WM is determined as a function of the throttle-valve position, of the current driving speed VI, of the rpm and, in some instances, of the current acceleration AI.

Detailed Description Text (26):

It is checked according to the present invention whether the tractive resistance torque calculated on the basis of the throttle-valve position, the vehicle speed and, possibly, the vehicle acceleration, suffices to achieve the desired speed. To this end, the engine torque is determined on the basis of the rpm and the throttle-valve position. It is decided on the basis of the engine torque and the tractive resistance torque whether an active braking is to be initiated.

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L1: Entry 1 of 2

File: USPT

Nov 23, 1999

US-PAT-NO: 5991669

DOCUMENT-IDENTIFIER: US 5991669 A

**** See image for Certificate of Correction ****

TITLE: Method and arrangement for controlling a vehicle

DATE-ISSUED: November 23, 1999

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Dominke; Peter	Bietigheim-Bissingen			DE
Bellmann; Holger	Ludwigsburg			DE
Mueller; Jens-Olaf	Leonberg			DE
Bertram; Torsten	Duesseldorf			DE
Volkart; Asmus	Bietigheim-Bissingen			DE
Grosse; Christian	Kornwestheim			DE
Hermesen; Wolfgang	Rodgau			DE

ASSIGNEE-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY	TYPE CODE
Robert Bosch GmbH	Stuttgart			DE	03

APPL-NO: 09/035789 [PALM]

DATE FILED: March 6, 1998

FOREIGN-APPL-PRIORITY-DATA:

COUNTRY	APPL-NO	APPL-DATE
DE	197 09 317	March 7, 1997

INT-CL-ISSUED: [06] G06 F 17/00

US-CL-ISSUED: 701/1; 701/70, 701/78, 701/79

US-CL-CURRENT: 701/1; 701/70, 701/78, 701/79

FIELD-OF-CLASSIFICATION-SEARCH: 701/1, 701/22, 701/51, 701/3, 701/70, 701/79,
701/36, 180/197, 303/168, 303/173
See application file for complete search history.

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

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	PAT-NO	ISSUE-DATE	PATENTEE-NAME	US-CL
<input type="checkbox"/>	<u>5351776</u>	October 1994	Keller et al.	701/70

ART-UNIT: 361

PRIMARY-EXAMINER: Louis-Jacques; Jacques H.

ASSISTANT-EXAMINER: Beaulieu; Yonel

ATTY-AGENT-FIRM: Ottesen; Walter

ABSTRACT:

A method and an arrangement for controlling a vehicle includes at least one source for at least one resource and at least one consumer which consumes the resource. At least one coordinator is provided which allocates the resource to the consumer in dependence upon the capacity of the source and the resource demand of the consumer.

9 Claims, 4 Drawing figures

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L1: Entry 1 of 1

File: PGPB

Aug 8, 2002

PGPUB-DOCUMENT-NUMBER: 20020107621
PGPUB-FILING-TYPE: new
DOCUMENT-IDENTIFIER: US 20020107621 A1

TITLE: User-configurable steering control for steer-by-wire systems

PUBLICATION-DATE: August 8, 2002

INVENTOR-INFORMATION:

NAME	CITY	STATE	COUNTRY
Byers, Michael D.	Ypsilanti	MI	US
Murray, Brian Thomas	Novi	MI	US
Amberkar, Sanket Suresh	Saginaw	MI	US

APPL-NO: 09/775880 [\[PALM\]](#)
DATE FILED: February 2, 2001

INT-CL-PUBLISHED: [07] [B62](#) [D](#) [5/04](#)

US-CL-PUBLISHED: [701/41](#); [180/443](#)
US-CL-CURRENT: [701/41](#); [180/443](#)

REPRESENTATIVE-FIGURES: 1B

ABSTRACT:

A steer-by-wire control system comprising a master control system, a road wheel system, and a hand wheel system is disclosed. The road wheel system is connected to the master control system and includes a road wheel position sensor and a rack force sensor. The hand wheel system is connected to the master control system and the road wheel system and includes a hand wheel position sensor and a torque sensor. The steer-by-wire system also includes a vehicle speed sensor for producing a vehicle speed signal. In addition a hand wheel actuator configured to receive commands from the hand wheel system and a road wheel actuator configured to receive commands from the road wheel system are utilized. The hand wheel system and road wheel system each include a configurable control topology.

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File: USPT

Jan 25, 2000

US-PAT-NO: 6018691

DOCUMENT-IDENTIFIER: US 6018691 A

**** See image for Certificate of Correction ****

TITLE: Vehicle steering system

DATE-ISSUED: January 25, 2000

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Yamamoto; Yorihiisa	Saitama-ken			JP
Nishi; Yutaka	Saitama-ken			JP
Nishimori; Takashi	Saitama-ken			JP
Tokunaga; Hiroyuki	Saitama-ken			JP

ASSIGNEE-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY	TYPE	CODE
Honda Giken Kogyo Kabushiki Kaisha	Tokyo			JP		03

APPL-NO: 08/218135 [PALM]

DATE FILED: March 25, 1994

FOREIGN-APPL-PRIORITY-DATA:

COUNTRY	APPL-NO	APPL-DATE
JP	5-186948	June 29, 1993

INT-CL-ISSUED: [06] B62 D 5/06, G06 F 7/70

US-CL-ISSUED: 701/41; 701/43, 180/446, 180/404, 73/118.1

US-CL-CURRENT: 701/41; 180/404, 180/446, 701/43, 73/118.1

FIELD-OF-CLASSIFICATION-SEARCH: 364/424.01, 364/424.02, 364/424.03, 364/424.04, 364/424.05, 180/140, 180/141, 180/142, 180/143, 180/79.1, 180/402, 180/404, 180/407, 180/422, 180/444, 180/446, 73/118.1, 701/36, 701/41, 701/42, 701/43
See application file for complete search history.

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

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PAT-NO

ISSUE-DATE

PATENTEE-NAME

US-CL

<input type="checkbox"/>	<u>4830127</u>	May 1989	Ito et al.	180/79.1
<input type="checkbox"/>	<u>4860844</u>	August 1989	O'Neil	180/79.1
<input type="checkbox"/>	<u>4909343</u>	March 1990	Mouri et al.	180/142
<input type="checkbox"/>	<u>4966249</u>	October 1990	Imaseki	180/233
<input type="checkbox"/>	<u>4984646</u>	January 1991	Sano et al.	180/79.1
<input type="checkbox"/>	<u>5010970</u>	April 1991	Yamamoto	180/79.1
<input type="checkbox"/>	<u>5014801</u>	May 1991	Hirose	180/140
<input type="checkbox"/>	<u>5029466</u>	July 1991	Nishihara et al.	73/118.1
<input type="checkbox"/>	<u>5078226</u>	January 1992	Inagaki et al.	180/141
<input type="checkbox"/>	<u>5094127</u>	March 1992	Ishida et al.	74/866
<input type="checkbox"/>	<u>5097420</u>	March 1992	Morishita	364/424.05
<input type="checkbox"/>	<u>5097917</u>	March 1992	Serizawa et al.	180/79.1
<input type="checkbox"/>	<u>5135069</u>	August 1992	Hattori et al.	188/142
<input type="checkbox"/>	<u>5225984</u>	July 1993	Nakayama et al.	364/424.05
<input type="checkbox"/>	<u>5236335</u>	August 1993	Takeuchi et al.	180/79.1
<input type="checkbox"/>	<u>5247441</u>	September 1993	Serizawa et al.	364/424.05
<input type="checkbox"/>	<u>5253725</u>	October 1993	Nishimoto	180/79.1
<input type="checkbox"/>	<u>5271475</u>	December 1993	Takeshita	180/79.1
<input type="checkbox"/>	<u>5360077</u>	November 1994	Nishimoto et al.	180/79.1

FOREIGN PATENT DOCUMENTS

FOREIGN-PAT-NO	PUBN-DATE	COUNTRY	CLASS
815080	June 1959	GB	
1411829	October 1975	GB	
2205541	December 1988	GB	

ART-UNIT: 361

PRIMARY-EXAMINER: Louis-Jacques; Jacques H.

ATTY-AGENT-FIRM: Carrier, Blackman & Associates, P.C. Carrier; Joseph P. Blackman; William D.

ABSTRACT:

According to the invention, there is provided is a vehicle steering system which can improve the resistance of a vehicle against external disturbances such as crosswind, and can prevent the operability of the steering system from being seriously affected by a failure in a part of the system related to the generation of steering reaction such as a lateral acceleration sensor, a yaw rate sensor or a reaction control unit. Because the assisting steering torque continues to be produced even when a failure has occurred in a part related to the generation of

steering reaction. Therefore, a fail-safe feature can be obtained, and unnecessary loss of the operability of the steering system can be avoided. By reducing the assisting steering torque from the normal level, which is effective when the sensors are operating normally, at such a time, the driveability of the steering system similar to that under the normal condition can be ensured.

11 Claims, 10 Drawing figures

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